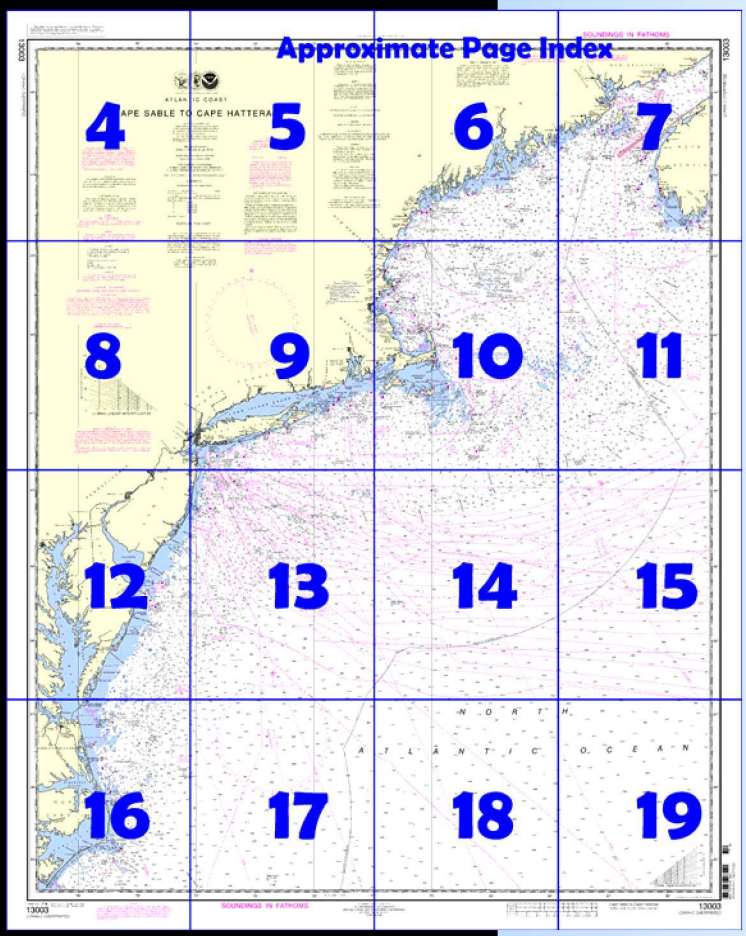
BookletChart™

Cape Sable to Cape Hatteras

(NOAA Chart 13003)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

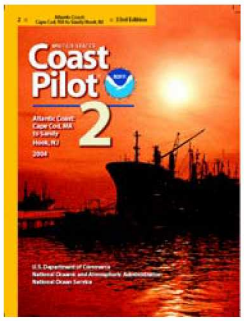
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilots 1, 2, 3 & 4 excerpts]

(1) The coasts of Maine, New Hampshire, and part of Massachusetts lie between West Quoddy Head in Maine and Provincetown in Massachusetts. Most of the Maine coast is irregular, rocky, and bold with numerous islands, bays, rivers, and coves.

(2) The **Gulf of Maine** is the great indentation of the coast between the Canadian Province of Nova Scotia on the northeast and Massachusetts on the southwest. It includes the Bay of Fundy and Massachusetts Bay as subsidiary features. Because of its changeable weather, frequent fogs, and strong tidal currents, this area has a bad reputation among mariners.

(98) **Cape Sable** (43°24'N., 65°37'W.), the southern extremity of Nova Scotia, is marked with a light and a fog signal; a racon is at the light. The principal dangers off Cape Sable, Brazil Rock and Blonde Rock, are marked by lighted whistle buoys. Seal Island, 17.5 miles west of Cape Sable, has a light, fog signal, and radiobeacon near the southern end.

Coast Pilot 2

(2) The principal geographic features include Georges Bank, Nantucket and Vineyard Sounds, Buzzards Bay, Narragansett Bay, Long Island Sound and tributaries, and New York Harbor and tributaries including the Hudson River.

(3) Cape Cod, a long peninsula jutting eastward from the mainland of Massachusetts, may be likened to an arm bent upward at the elbow. It was originally formed by the last great glacier and has been refashioned by the seas and wind. The outer end of The Cape, as it is called by eastern New Englanders, is a barren region of sand dunes with long yellow beaches, while much of the remainder of the forearm is bleak grassy country.

(4) Nantucket, Martha's Vineyard, the Elizabeth Islands, and numerous smaller islands were also formed by the glacier. The plains of Martha's Vineyard and Nantucket are broad grassy heaths. The Elizabeth Islands are hilly and partly wooded, and generally the shores are low bluffs.

(10) Block Island is another formation of the glacier. A prominent feature of the island is the entire absence of trees. The surface when viewed from eastward has a grassy undulating appearance, and the hills in many places show steep sandy faces.

(14) Long Island, originally formed by the glacier and thrusting about 105 miles eastward from New York Bay to a point abreast of New London, faces the New England coast across Long Island Sound on the north. The long, narrow outline of the island resembles that of a whale. Its eastern end is split by Peconic Bay and the 35- and 25-mile peninsulas thus formed are the north and south flukes.

Coast Pilot 3

(2) The coast of New Jersey extends in a general southerly direction for 44 miles from Sandy Hook to Barnegat Inlet, then southwesterly for 66 miles to Cape May Point. From Sandy Hook to Atlantic City the 60-foot curve is 5 to 10 miles from shore; off Delaware Bay the distance has increased to 17 miles.

(59) **Delaware Bay** and Delaware River form the boundary between the State of New Jersey on the east and the States of Delaware and Pennsylvania on the west. The bay is an expansion of the lower part of Delaware River; the arbitrary dividing line, 42 miles above the Delaware Capes, extends from Liston Point, Del., to Hope Creek, N.J. Deep-draft vessels use the Atlantic entrance, which is about 10 miles wide between Cape May on the northeast and Cape Henlopen on the southwest.

(9) **Chesapeake Bay**, the largest inland body of water along the Atlantic coast of the United States, is 168 miles long with a greatest width of 23 miles. The bay is the approach to Norfolk, Newport News, Baltimore, and many lesser ports.

Coast Pilot 4

(1) The Atlantic Coast of the United States from Cape Henry to Cape Florida is low and sandy, backed by woods. From Cape Florida to Key West the coast is formed by a long chain of small islands known as the Florida Keys. The Florida Reefs extend seaward of the keys and are nearly parallel to them.

(2) The coastline of Virginia from Cape Henry southward to the boundary of North Carolina is firm land for 13 miles; then it becomes a barrier beach, covered with sand dunes for 11 miles. The boundary between Virginia and North Carolina is the only marked boundary on this section of the coast. The easternmost boundary monument is a granite shaft 6 feet high about 0.5 mile west of the beach.

(3) The coastline of North Carolina is a long barrier beach. The islands are known as the **Outer Banks.** The banks are constantly shifting sand dunes varying in height. Three capes, with their offshore shoals, project from the islands, namely: Hatteras, Lookout, and Fear. Behind the barrier beach a chain of sounds, including Currituck, Roanoke, Albemarle, Pamlico, Core, and Bogue, stretch along the entire 300 miles of coastline of the State.

Table of Selected Chart Notes

NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area:
50 CFR 226.203b, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards HC

Corrected through NM Apr. 7/07
Corrected through LNM Apr. 3/07

HEIGHTS

Heights in feet above Mean High Water.

NOTE G
(Protected area 15 CFR 922)

The following activities are prohibited within Stellwagen Bank Marine Sanctuary:

Certain discharging or dumping
Industrial exploring or developing
Drilling and dredging
Removing historical artifacts
Lightering

Refer to 15 CFR 922 for details of Sanctuary regulations.

NOTE F

FIRING PRACTICE AND EXERCISE AREAS

Limits of Canadian Firing Practice and Exercise Areas. See Canadian Notice to Mariners No. 35 of each year.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE H

RECOMMENDED SEASONAL AREA TO BE AVOIDED

This area has been established in order to reduce the risk of ship strikes of the endangered North Atlantic right whale. It is recommended that ships of 300 gross tonnage and upwards solely in transit during the period of 1 June through 31 December should avoid the area. (MSC IMO SN.1/CIRC.263)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

LOCAL MAGNETIC DISTURBANCE

An area of magnetic disturbance exists about 4 miles south of Southwest Head, Grand Manan Island.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203a, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards

LIGHTS

Only the principal lights along the outer coast are shown.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE E

Anchoring, fishing, or diving within the boundary of the Monitor National Marine Sanctuary is prohibited without a permit.

For information write:

Monitor National Marine Sanctuary
NOAA
Building 1519
Fort Eustis, Virginia, 23604-5544

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1, 2, 3 and 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, Mass. or the 5th Coast Guard District in Portsmouth, VA or at the Offices of the District Engineer, Corps of Engineers in Concord, Mass., New York, NY., Philadelphia, PA., Norfolk, VA., or Wilmington NC.

Refer to charted regulation section numbers.

MAGNETIC VARIATION

Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

Mercator Projection
Scale 1:1,200,000 at Lat. 40°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE C

AREA TO BE AVOIDED

All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC IMO XLIII/18).

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Compiled principally from larger scale charts issued by the National Ocean Service, Coast Survey, supplemented by information from charts of the National Geospatial-Intelligence Agency and Canada, and additional data from the U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE B

TRAFFIC SEPARATION SCHEME

Recommended traffic lanes have been established for the approach or approaches to Portland, Boston, and New York Harbors, and Narragansett, Buzzards, Delaware, and Chesapeake Bays. For the approach or approaches to Portland Harbor, see Charts 13260 and 13286; for Boston Harbor, see charts 13200 and13267; for Narragansett and Buzzards Bays, see charts 12300 and 13218; for New York Harbor, see charts 12300 and 12326; for Delaware Bay, see charts 12200 and 12214; for Chesapeake Bay, see charts 12200 and 12221.

Recommended traffic lanes in the Bay of Fundy and at the approach to Saint John Harbor have been established by the Department of Transport, Canada. See large scale Canadian charts.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CURRENT DIAGRAM
GEORGES BANK AND NANTUCKET SHOALS
Explanation

Directions and velocities of tidal currents at eighteen stations are shown by arrows. The length of the arrow from the center of the circle represents the average velocity on a scale of one inch equals three knots. The figures at the arrow heads are the hours after the time of maximum flood at Pollock Rip Channel, the daily predicted times of which are given in the National Ocean Service Atlantic Coast Current Tables. The velocities plotted should be increased by 20 percent when the moon is full or new and decreased by 20 percent when the moon is in first or third quarters. For effect of wind and tidal currents, see Current Tables, Atlantic Coast.

SCALE OF VELOCITIES

1 0 1 2 3 KNOTS

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

13003

LORAN-C OVERPRINTED

76° 75° 74°

45°

44°

43°

THE NATION'S CHARTMAKER SINCE 1807

ATLANTIC COAST

CAPE SABLE TO CAPE H

For offshore navigation only
Detail within the 10 fathom curve is not shown on this chart except on off lying shoals and where the 10 fathom curve extends beyond the limits of the 1:80,000 scale series of charts.
Use the 1:80,000 scale series charts and Canadian charts for near-shore navigation within the 10 fathom curve.

Mercator Projection
Scale 1:1,200,000 at Lat. 40°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1, 2, 3 and 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, Mass. or the 5th Coast Guard District in Portsmouth, VA or at the Offices of the District Engineer, Corps of Engineers in Concord, Mass., New York, NY., Philadelphia, PA., Norfolk, VA., or Wilmington NC.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE C

AREA TO BE AVOIDED

All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC IMO XLIII/18).

NOTE D

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

NOTE E

Anchoring, fishing, or diving within the boundary of the Monitor National Marine Sanctuary is prohibited without a permit.

For information write:

Monitor National Marine Sanctuary
NOAA
Building 1519
Fort Eustis, Virginia 23604-5544

WARNING

The prudent mariner will not rely sole

Joins page 8

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

4

North

Formerly C&GS 1000, 1st Ed., Apr. 1900 C-1943-587 KAPP 2156

73° 72° 71° 70°

HATTERAS

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

MAGNETIC VARIATION

Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

LIGHTS

Only the principal lights along the outer coast are shown.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Compiled principally from larger scale charts issued by the National Ocean Service, Coast Survey, supplemented by information from charts of the National Geospatial-Intelligence Agency and Canada, and additional data from the U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

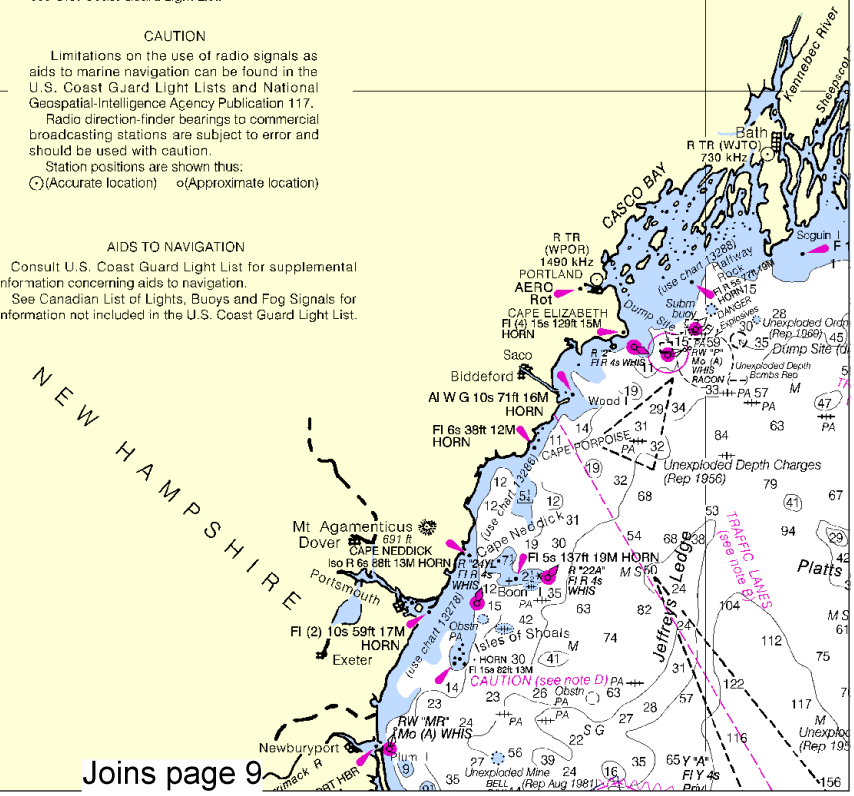
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.



Formerly C&GS 1000, 1st Ed., Apr. 1900 C-1943-587 KAPP 2156

72° 71° 70° 69°

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

LIGHTS

Only the principal lights along the outer coast are shown.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Compiled principally from larger scale charts issued by the National Ocean Service, Coast Survey, supplemented by information from charts of the National Geospatial-Intelligence Agency and Canada, and additional data from the U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

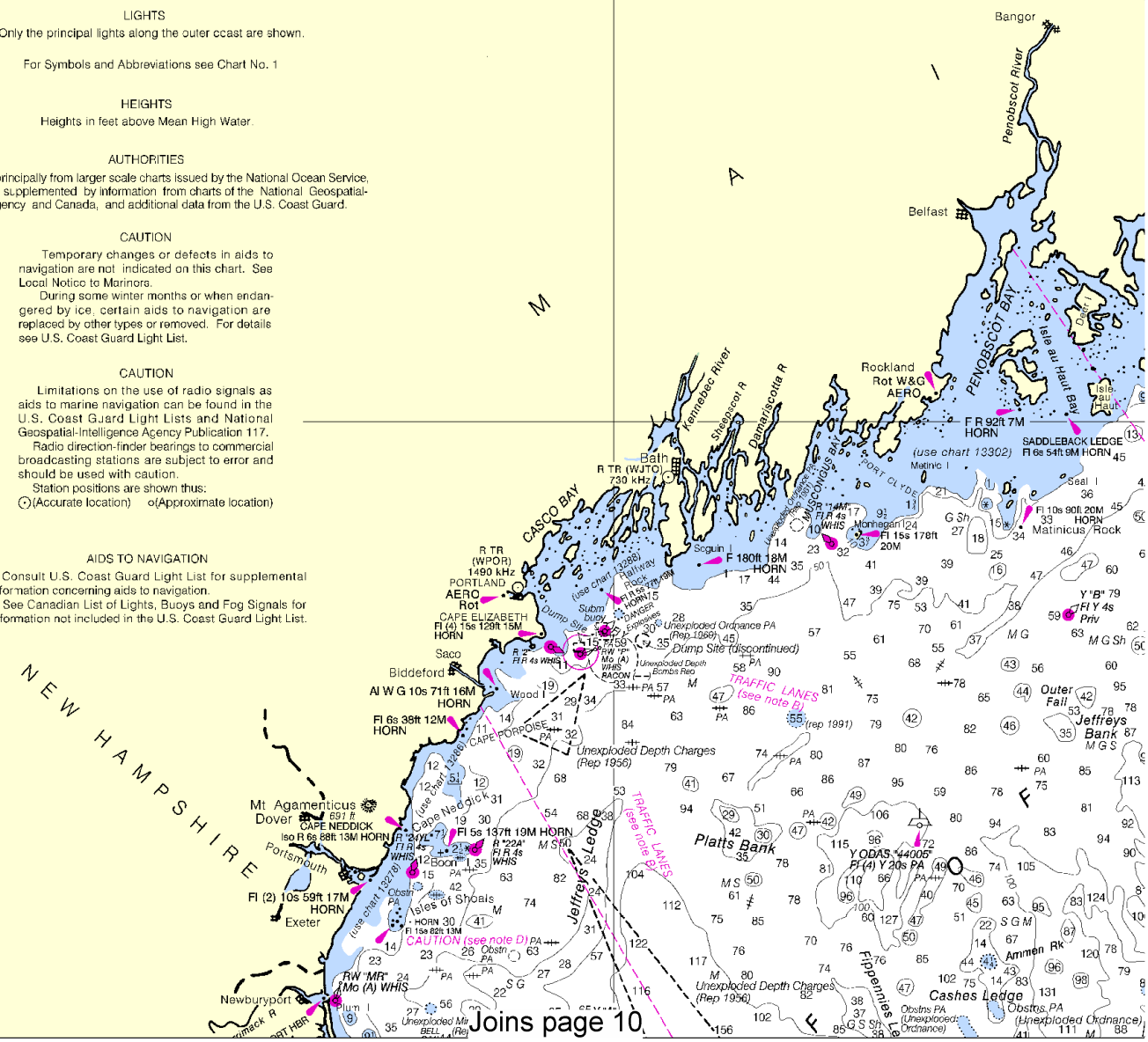
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

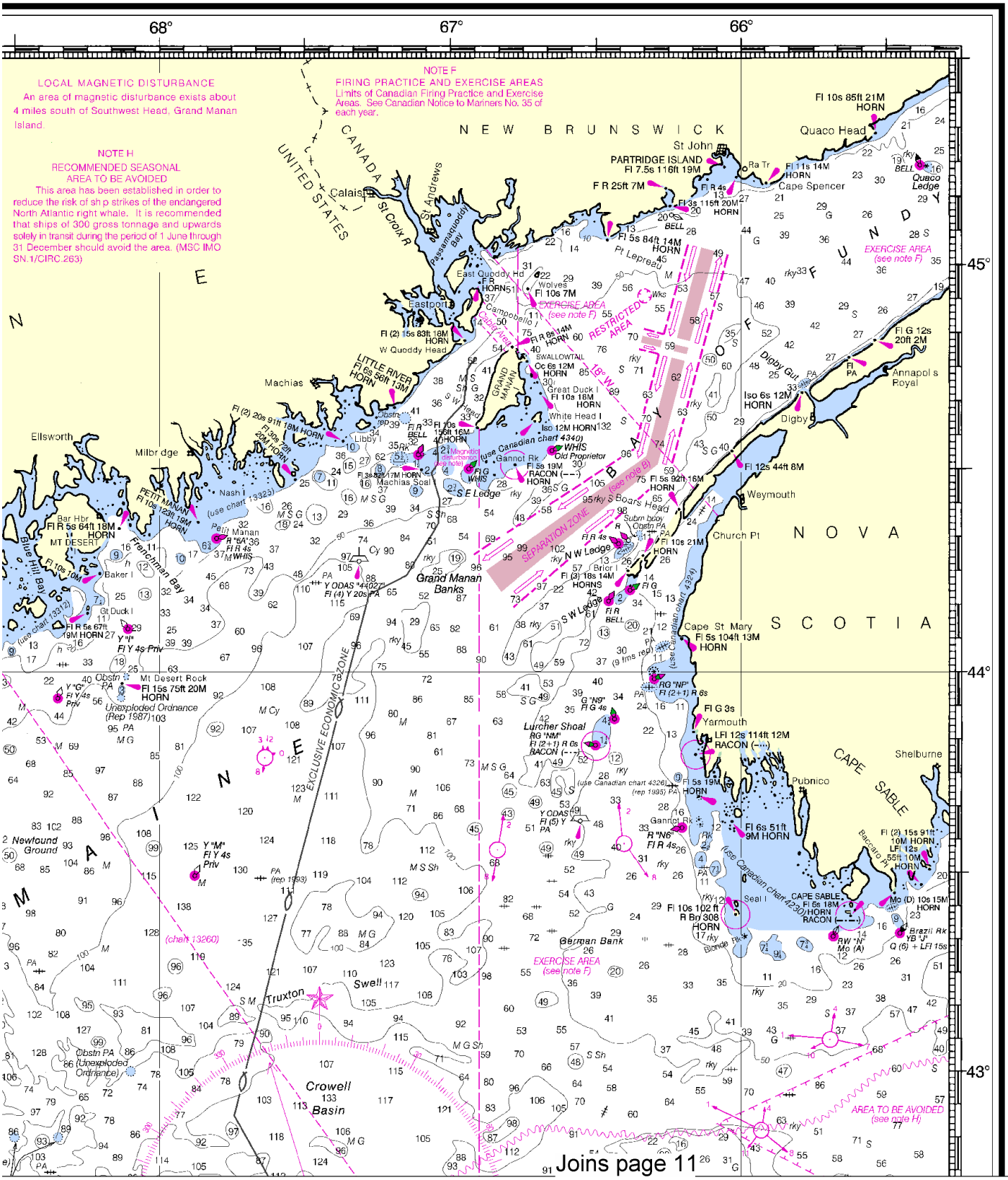
Joins page 5



Joins page 10

North

SOUNDINGS IN FATHOMS



13003

LORAN-C OVERPRINTED

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 3408 8/19/2008,
NGA Weekly Notice to Mariners: 3508 8/30/2008,
Canadian Coast Guard Notice to Mariners: 0 12:00:00 AM.

Joins page 4

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

NOTE E

Anchoring, fishing, or diving within the boundary of the Monitor National Marine Sanctuary is prohibited without a permit.
For information write:

Monitor National Marine Sanctuary
NOAA
Building 1519
Fort Eustis, Virginia, 23604-5544

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

RADAR REFLECTORS

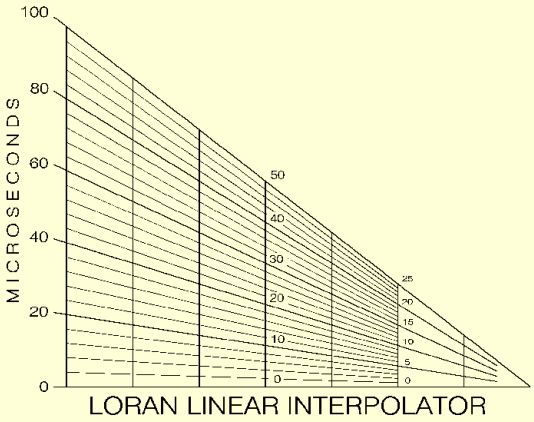
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CURRENT DIAGRAM
GEORGES BANK AND NANTUCKET SHOALS

Explanation

Directions and velocities of tidal currents at eighteen stations are shown by arrows. The length of the arrow from the center of the circle represents the average velocity on a scale of one inch equals three knots. The figures at the arrow heads are the hours after the time of maximum flood at Pollock Rip Channel, the daily predicted times of which are given in the National Ocean Service Atlantic Coast Current Tables. The velocities plotted should be increased by 20 percent when the moon is full or new and decreased by 20 percent when the moon is in first or third quarters. For effect of wind and tidal currents, see Current Tables, Atlantic Coast.

SCALE OF VELOCITIES
3 2 1 0 1 2 3 KNOTS

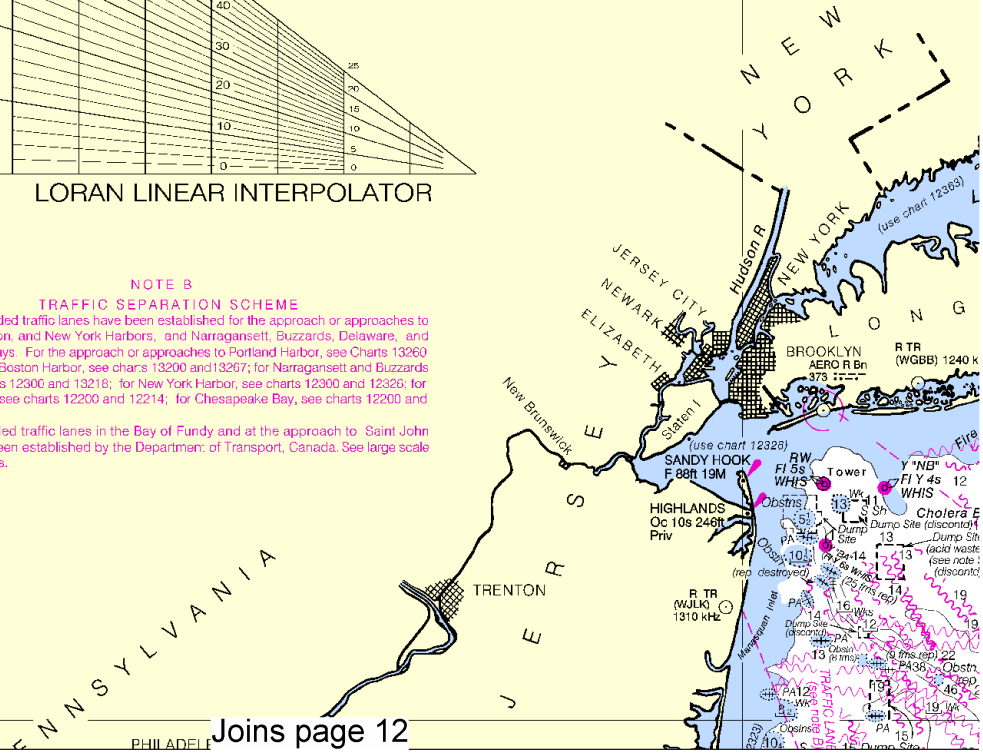


NOTE B

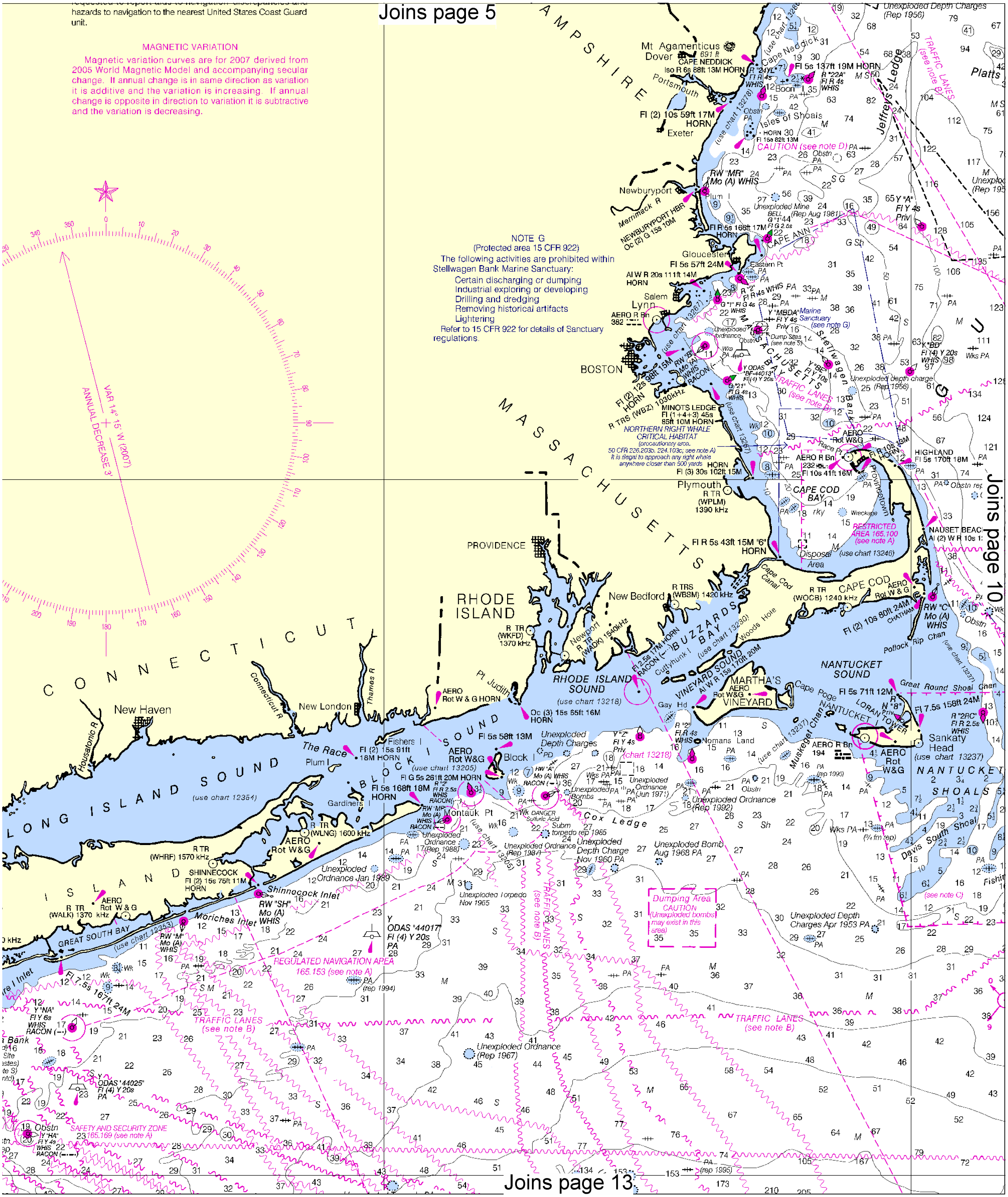
TRAFFIC SEPARATION SCHEME

Recommended traffic lanes have been established for the approach or approaches to Portland, Boston, and New York Harbors, and Narragansett, Buzzards, Delaware, and Chesapeake Bays. For the approach or approaches to Portland Harbor, see Charts 13260 and 13286; for Boston Harbor, see charts 13200 and 13267; for Narragansett and Buzzards Bays, see charts 12300 and 13218; for New York Harbor, see charts 12300 and 12326; for Delaware Bay, see charts 12200 and 12214; for Chesapeake Bay, see charts 12200 and 12221.

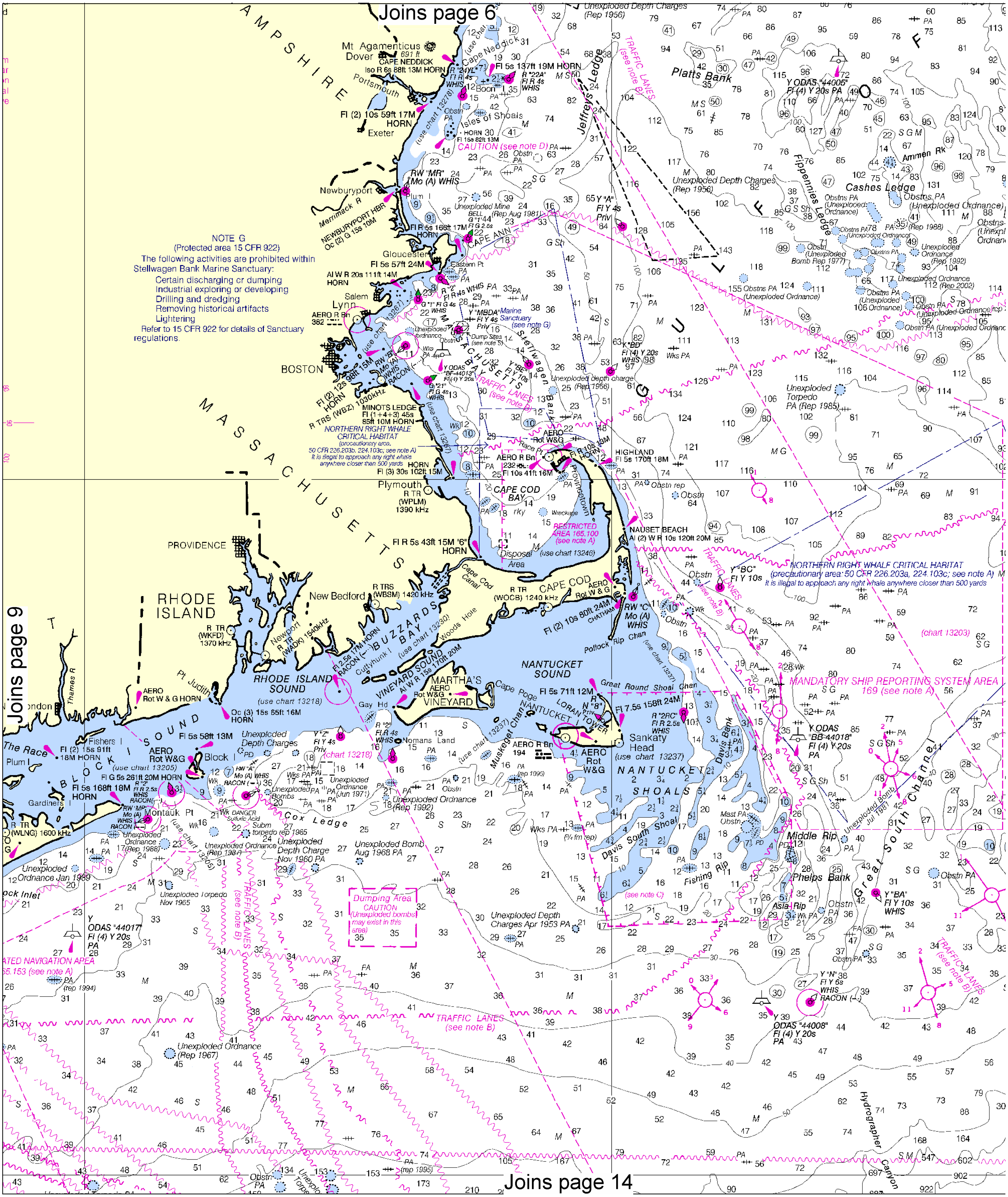
Recommended traffic lanes in the Bay of Fundy and at the approach to Saint John Harbor have been established by the Department of Transport, Canada. See large scale Canadian charts.



North

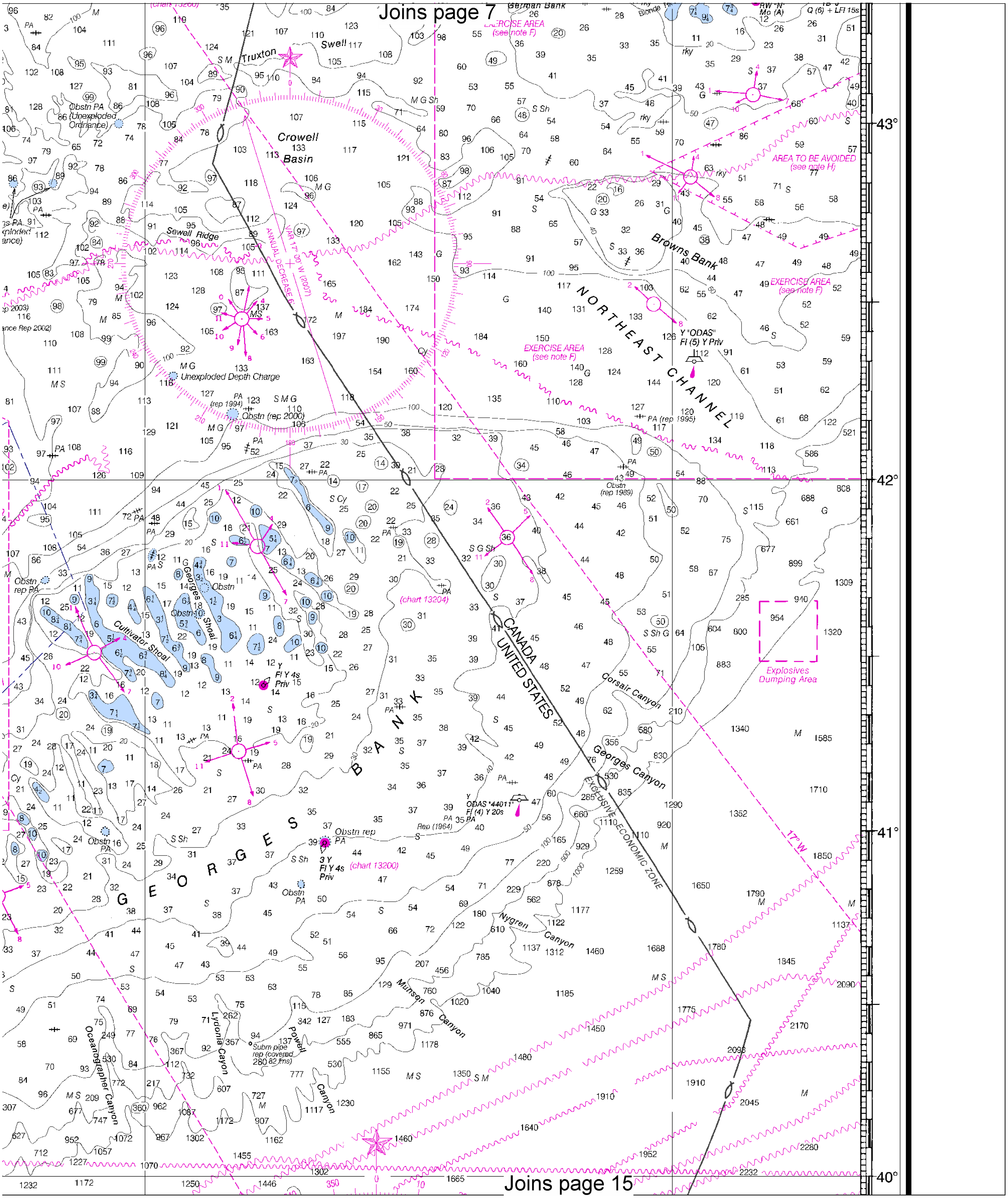


hazards to navigation to the nearest United States Coast Guard unit.
MAGNETIC VARIATION
Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.
Joins page 5
NOTE G
(Protected area 15 CFR 922)
The following activities are prohibited within Stellwagen Bank Marine Sanctuary:
Certain discharging or dumping
Industrial exploring or developing
Drilling and dredging
Removing historical artifacts
Lightering
Refer to 15 CFR 922 for details of Sanctuary regulations.
VAR 14° 15' W (2007)
ANNUAL DECREASE 3'
NEW HAMPSHIRE
MASSACHUSETTS
RHODE ISLAND
CONNECTICUT
Mt Agamenticus
Dover
Portsmouth
Exeter
Isles of Shoals
Newburyport
Merrimack R
Plum I
CAPE ANN
Gloucester
Salem
Lynn
BOSTON
Jeffreys Ledge
Stellwagen Bank
MASSACHUSETTS BAY
CAPE COD BAY
Plymouth
Provincetown
CAPE COD
PROVIDENCE
New Bedford
Newport
BUZZARDS BAY
Woods Hole
Cape Cod Canal
VINEYARD SOUND
MARTHA'S VINEYARD
NANTUCKET SOUND
Sankaty Head
NANTUCKET SHOALS
Muskeget Chan
Nomans Land
RHODE ISLAND SOUND
Pt Judith
New London
Thames R
Connecticut R
Housatonic R
New Haven
The Race
Fishers I
BLOCK ISLAND SOUND
Block I
LONG ISLAND SOUND
Plum I
Gardiners I
Montauk Pt
LONG ISLAND
Shinnecock Inlet
Moriches Inlet
GREAT SOUTH BAY
Cox Ledge
Great Round Shoal Chan
Davis South Shoal
NORTHERN RIGHT WHALE CRITICAL HABITAT
REGULATED NAVIGATION AREA 165.153 (see note A)
TRAFFIC LANES (see note B)
SAFETY AND SECURITY ZONE 165.169 (see note A)
Dumping Area CAUTION (Unexploded bombs may exist in this area)
Unexploded Ordnance
Joins page 10
Joins page 13

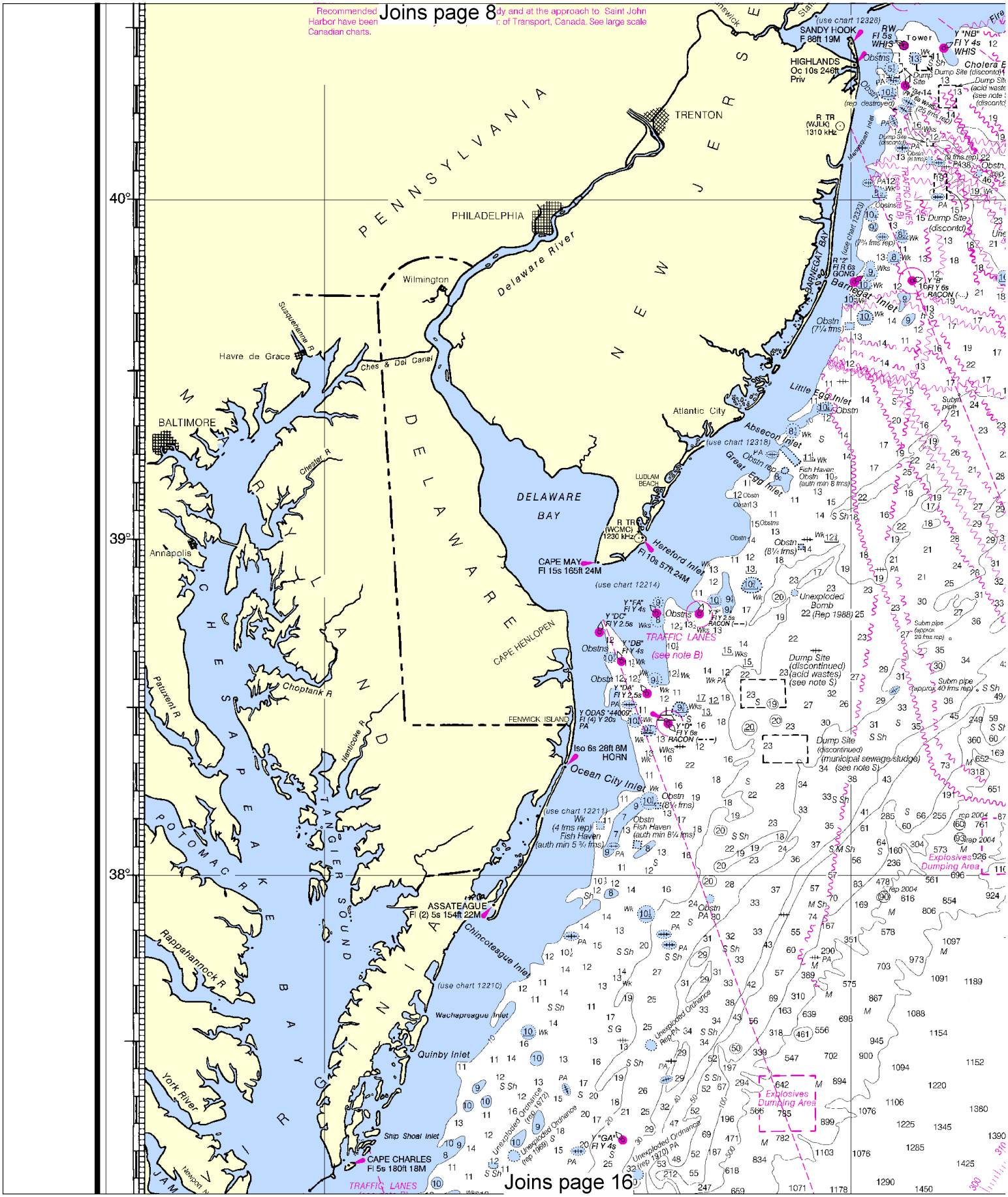

Joins page 6
Joins page 9
Joins page 14
NEW HAMPSHIRE
MASSACHUSETTS
RHODE ISLAND
GULF OF MAINE
Mt Agamenticus
Dover
Portsmouth
Exeter
CAPE NEDDICK
Isles of Shoals
Newburyport
Merrimack R
NEWBURYPORT HBR
Plum I
CAPE ANN
Gloucester
Eastern Pt
Salem
Lynn
BOSTON
MINOTS LEDGE
NORTHERN RIGHT WHALE CRITICAL HABITAT
Plymouth
CAPE COD BAY
Disposal Area
Provincetown
Race Pt
HIGHLAND
NAUSET BEACH
CAPE COD
Cape Cod Canal
CHATHAM
Pollock Rip Chan
New Bedford
BUZZARDS BAY
Woods Hole
Cuttyhunk I
VINEYARD SOUND
MARTHA'S VINEYARD
Gay Hd
Nomans Land
Cape Poge
NANTUCKET SOUND
NANTUCKET I
Muskeget Chan
Sankaty Head
NANTUCKET SHOALS
Great Round Shoal Chan
Davis Bank
Davis South Shoal
Fishing Rip
Middle Rip
Phelps Bank
Asia Rip
Great South Channel
PROVIDENCE
Newport
Pt Judith
RHODE ISLAND SOUND
BLOCK I SOUND
Block I
Montauk Pt
Gardiners I
Fishers I
Plum I
The Race
New London
Thames R
Cox Ledge
Stellwagen Bank
Jeffreys Ledge
Platts Bank
Fippennies Ledge
Cashes Ledge
Ammen Rk
Hydrographer Canyon
NOTE G
(Protected area 15 CFR 922)
The following activities are prohibited within Stellwagen Bank Marine Sanctuary:
Certain discharging or dumping
Industrial exploring or developing
Drilling and dredging
Removing historical artifacts
Lightering
Refer to 15 CFR 922 for details of Sanctuary regulations.
NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203a, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards
MANDATORY SHIP REPORTING SYSTEM AREA 169 (see note A)
RESTRICTED AREA 165.100 (see note A)
TRAFFIC LANES (see note B)
Dumping Area
CAUTION
(Unexploded bombs may exist in this area)
Unexploded Depth Charges (Rep 1956)
Unexploded Ordnance
Y ODAS "44005" Fl (4) Y 20s PA
Y ODAS "44018" Fl (4) Y 20s PA
Y ODAS "44008" Fl (4) Y 20s PA
Y ODAS "44017" Fl (4) Y 20s PA

North

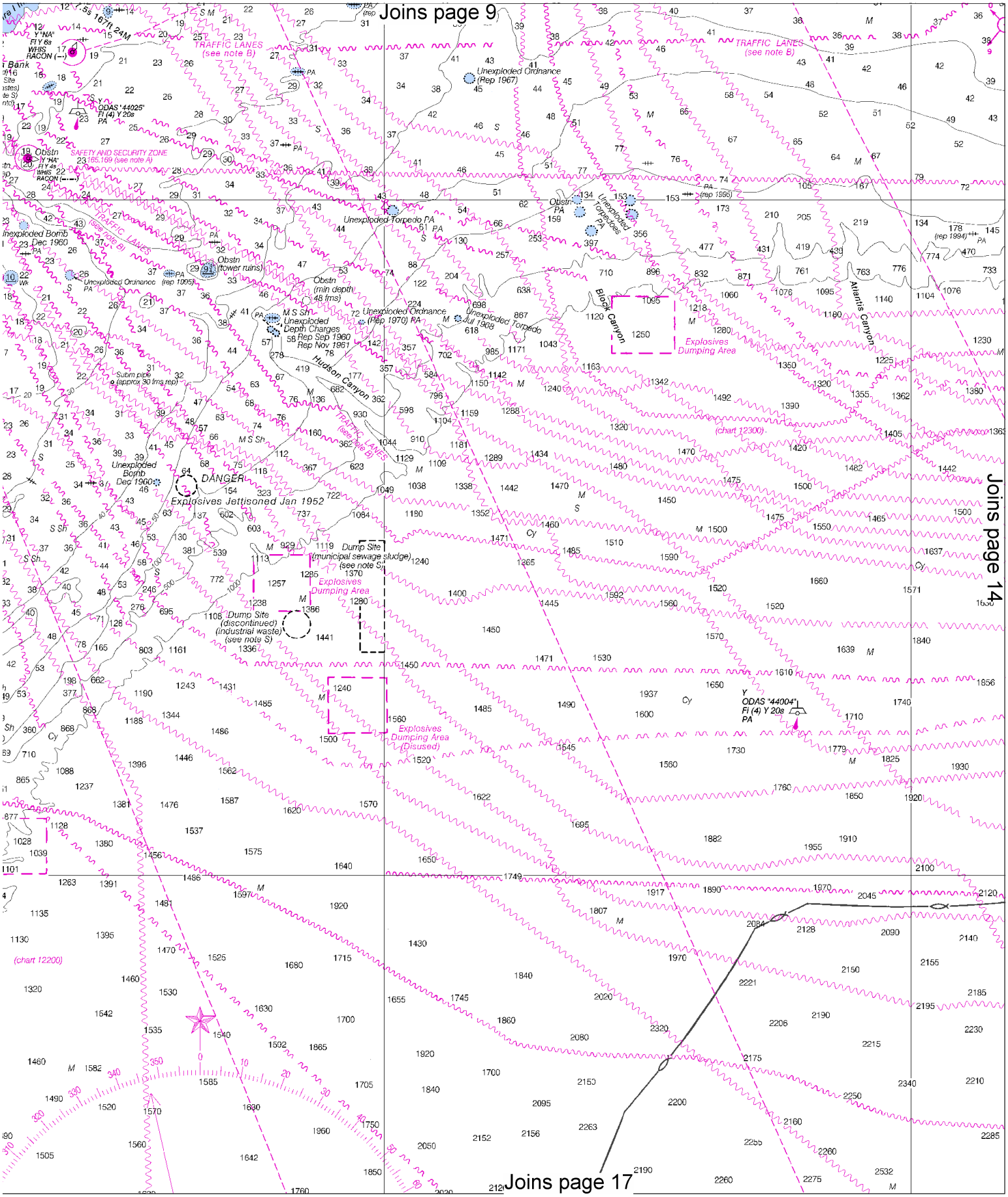
Joins page 7

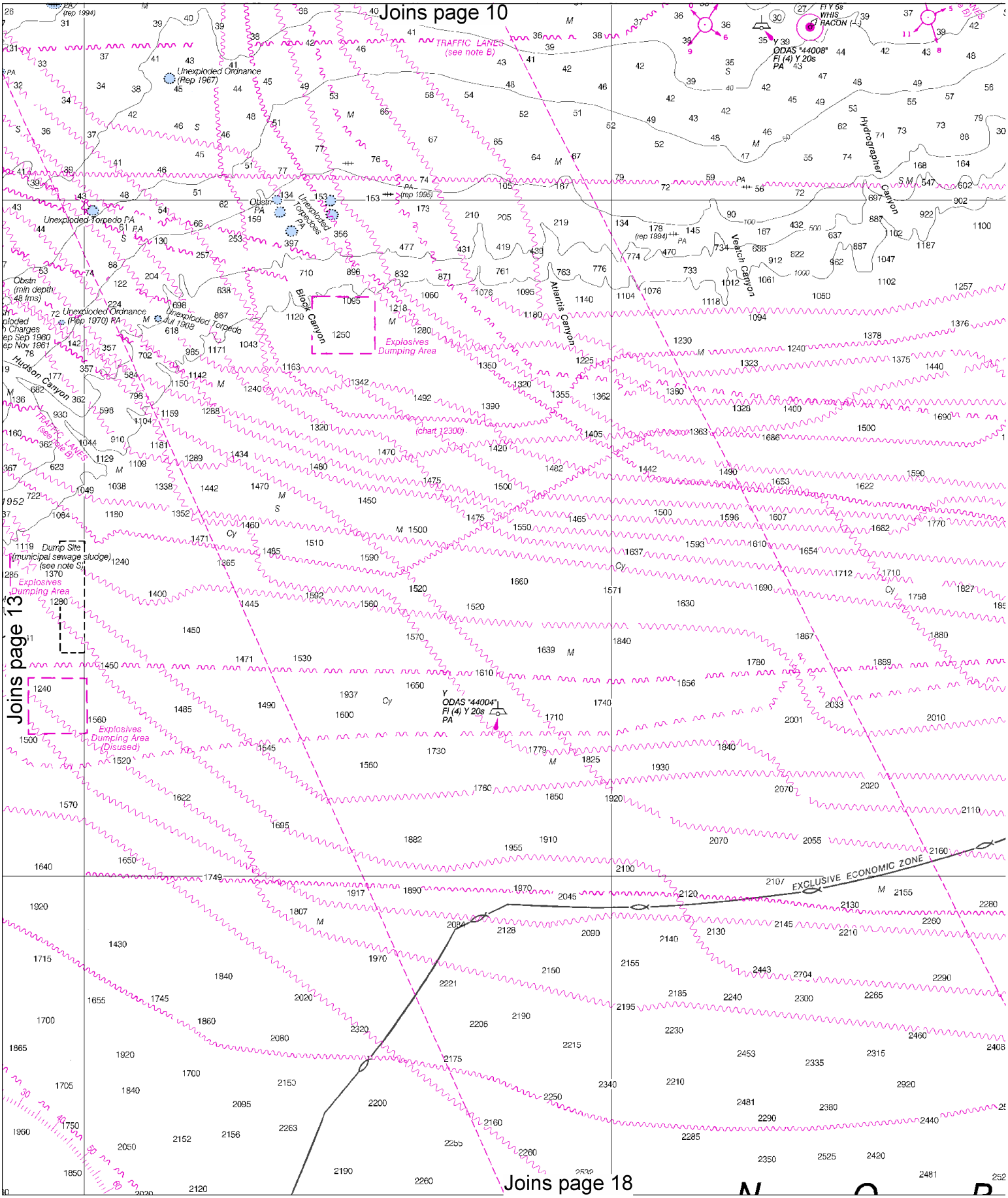


Joins page 15

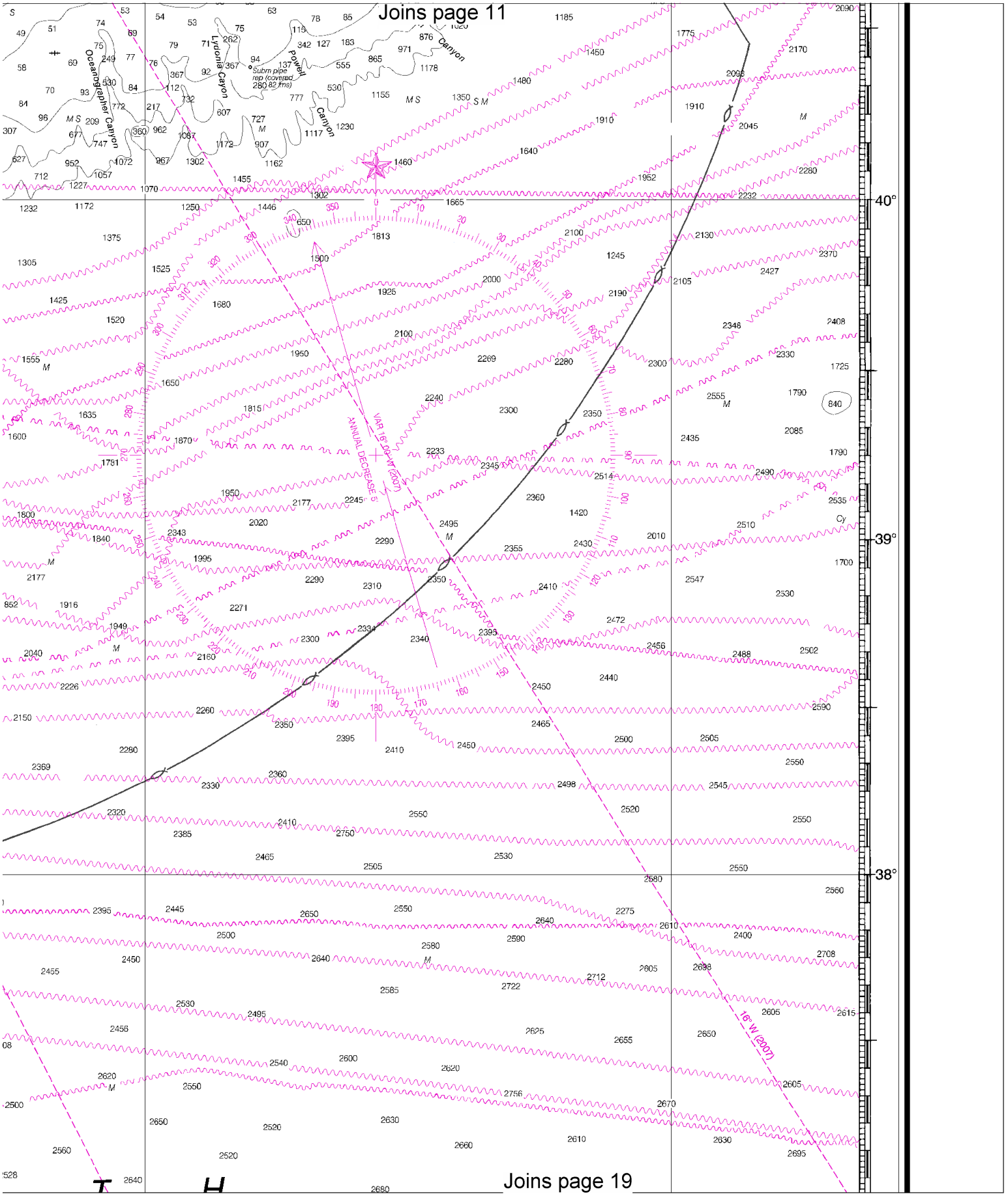

Joins page 8
Recommended Harbor have been Canadian charts.
dy and at the approach to Saint John r. of Transport, Canada. See large scale
PENNSYLVANIA
NEW JERSEY
TRENTON
PHILADELPHIA
Wilmington
Delaware River
Havre de Grace
Susquehanna R.
Ches & Del Canal
BALTIMORE
Annapolis
Chester R.
MARYLAND
DELAWARE
DELAWARE BAY
CAPE HENLOPEN
Choptank R.
Patuxent R.
Hamlocke R.
CHESAPEAKE BAY
POTOMAC
TANGIER SOUND
VIRGINIA
Rappahannock R.
York River
JAMES
Newport
FENWICK ISLAND
LUDLAM BEACH
Atlantic City
Little Egg Inlet
Absecon Inlet
Great Egg Inlet
Barnegat Inlet
BARNEGAT BAY
Manasquan Inlet
SANDY HOOK
F 88ft 19M
HIGHLANDS
Oc 10s 246ft
Priv
R TR (WJLK) 1310 kHz
R TR (WCMC) 1230 kHz
CAPE MAY
Fl 15s 165ft 24M
Hereford Inlet
Fl 10s 57ft 24M
Iso 6s 28ft 8M
HORN
Ocean City Inlet
ASSATEAGUE
Fl (2) 5s 154ft 22M
Chincoteague Inlet
Wachapreague Inlet
Quinby Inlet
Ship Shoal Inlet
CAPE CHARLES
Fl 5s 180ft 18M
TRAFFIC LANES
(see note B)
Dump Site (discontinued) (acid wastes) (see note S)
Dump Site (discontinued) (municipal sewage sludge) (see note S)
Unexploded Ordnance
Explosives Dumping Area
Joins page 16
40°
39°
38°

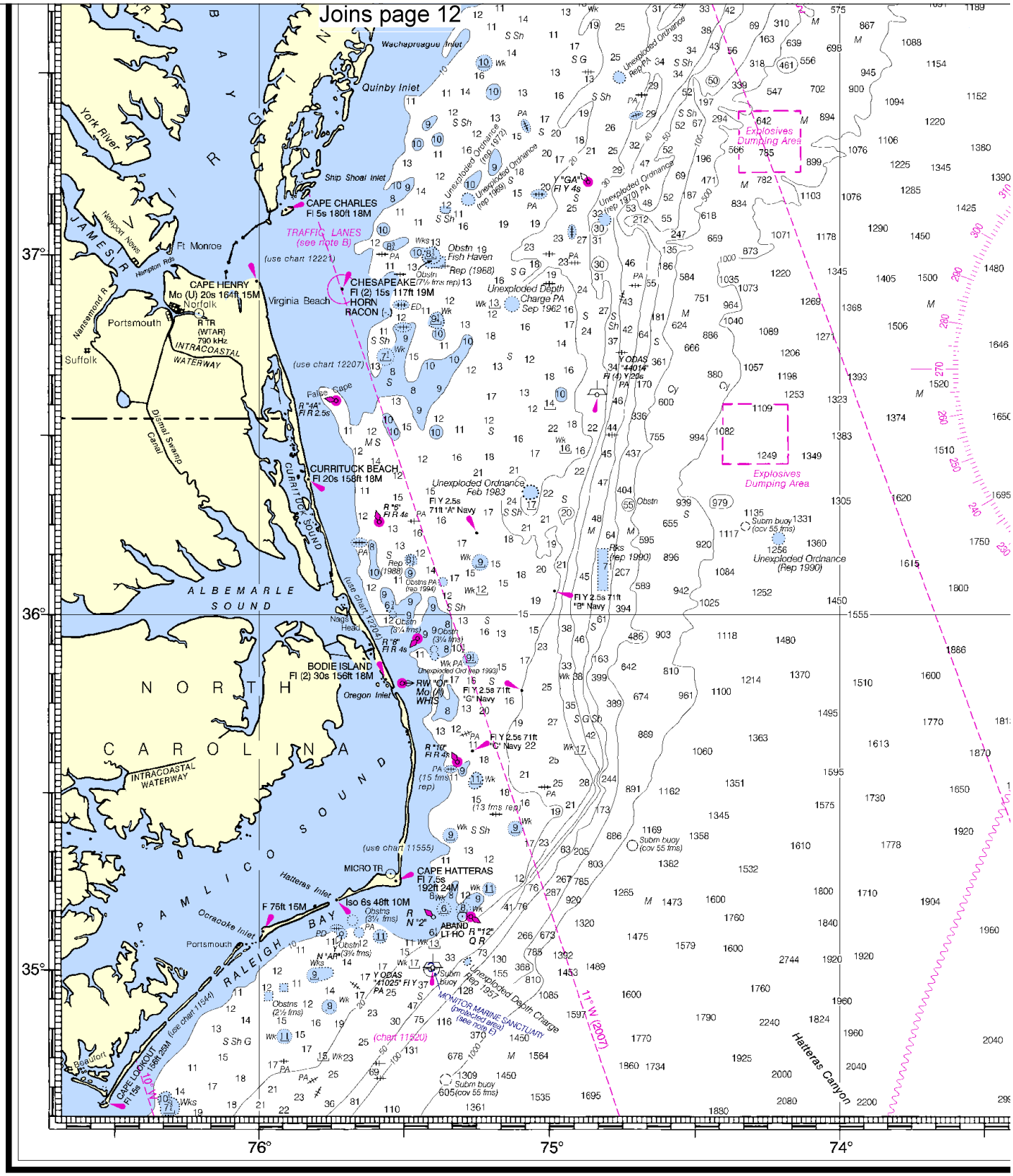
North


Joins page 9
TRAFFIC LANES (see note B)
Unexploded Ordnance (Rep 1967)
ODAS "44025" Fl (4) Y 20s PA
SAFETY AND SECURITY ZONE 165.169 (see note A)
Unexploded Torpedo PA
Unexploded Bomb Dec 1960
Obstn (tower ruins)
Obstn (min depth 48 fms)
Unexploded Ordnance (Rep 1995)
Unexploded Ordnance (Rep 1970) PA
Unexploded Depth Charges Rep Sep 1960 Rep Nov 1961
Unexploded Torpedo Jul 1968
Hudson Canyon
Block Canyon
Atlantis Canyon
Explosives Dumping Area
Subm pipe (approx 90 fms rep)
Unexploded Bomb Dec 1960
DANGER
Explosives Jettisoned Jan 1952
Dump Site (municipal sewage sludge) (see note S)
Explosives Dumping Area
Dump Site (discontinued) (industrial waste) (see note S)
Explosives Dumping Area (Disused)
ODAS "44004" Fl (4) Y 20s PA
(chart 12300)
(chart 12200)
Joins page 14
Joins page 17


Joins page 10
TRAFFIC LANES (see note B)
Unexploded Ordnance (Rep 1967)
Unexploded Torpedo PA
Unexploded Ordnance (Rep 1970) PA
Unexploded Torpedo Jul 1968
Obstn (min depth 48 fms)
Block Canyon
Explosives Dumping Area
(chart 12300)
Atlantis Canyon
Veatch Canyon
Hydrographer Canyon
Hudson Canyon
Dump Site (municipal sewage sludge) (see note S)
Explosives Dumping Area
Explosives Dumping Area (Disused)
ODAS "44004" Fl (4) Y 20s PA
ODAS "44008" Fl (4) Y 20s PA
Fl Y 6s WHIS RACON (-)
EXCLUSIVE ECONOMIC ZONE
Joins page 13
Joins page 18

North


Joins page 11
Oceanographer Canyon
Lydonia Canyon
Powell Canyon
Canyon
Subm pipe rep (covered) 280 82 fms)
ANNUAL DECREASE 5'
VAR 16° 09' W (2007)
16° W (2007)
40°
39°
38°
Joins page 19



49th Ed., Apr. / 07 ■ Corrected through NM Apr. 7/07
Corrected through LNM Apr. 3/07

13003

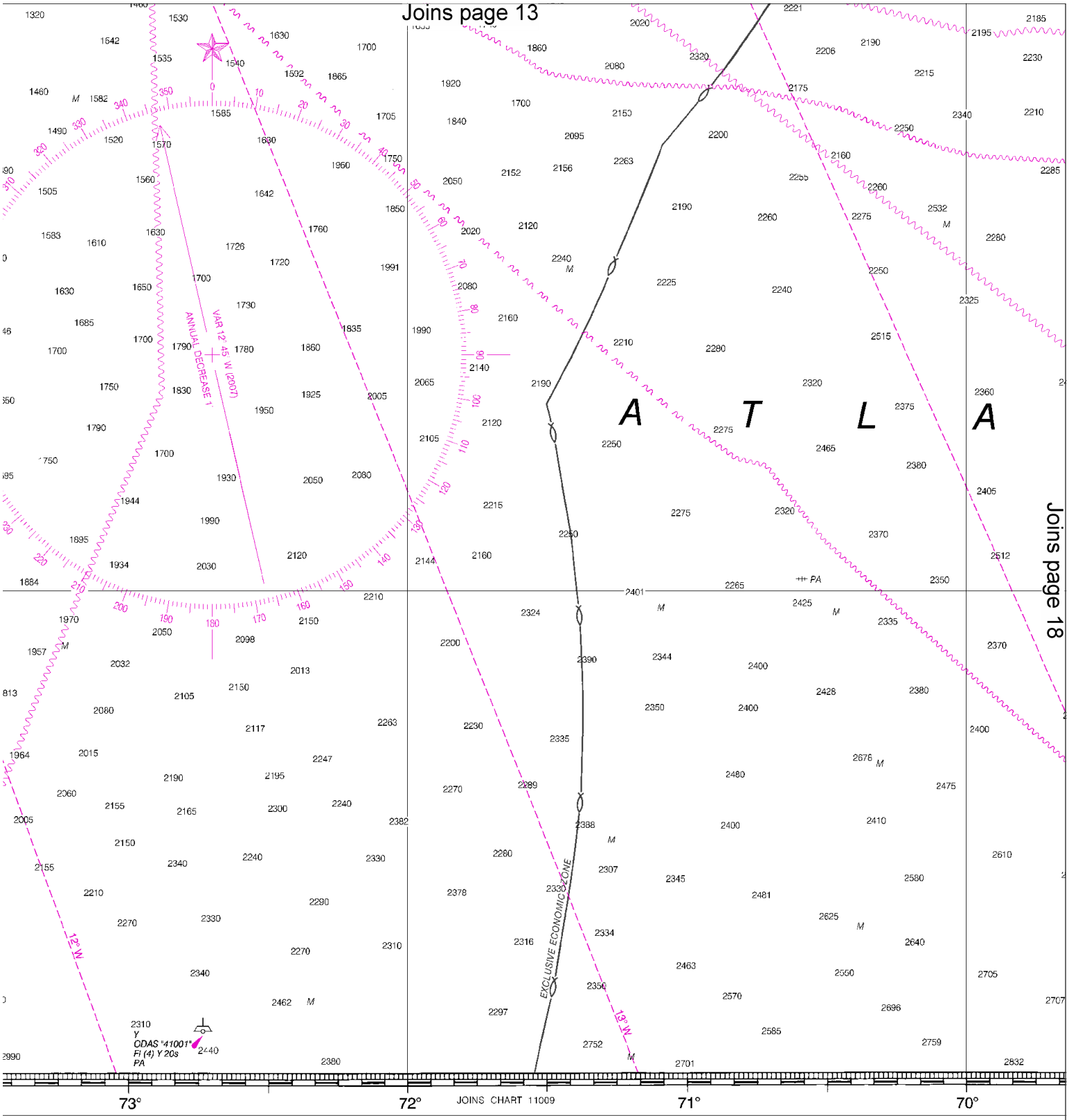
LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

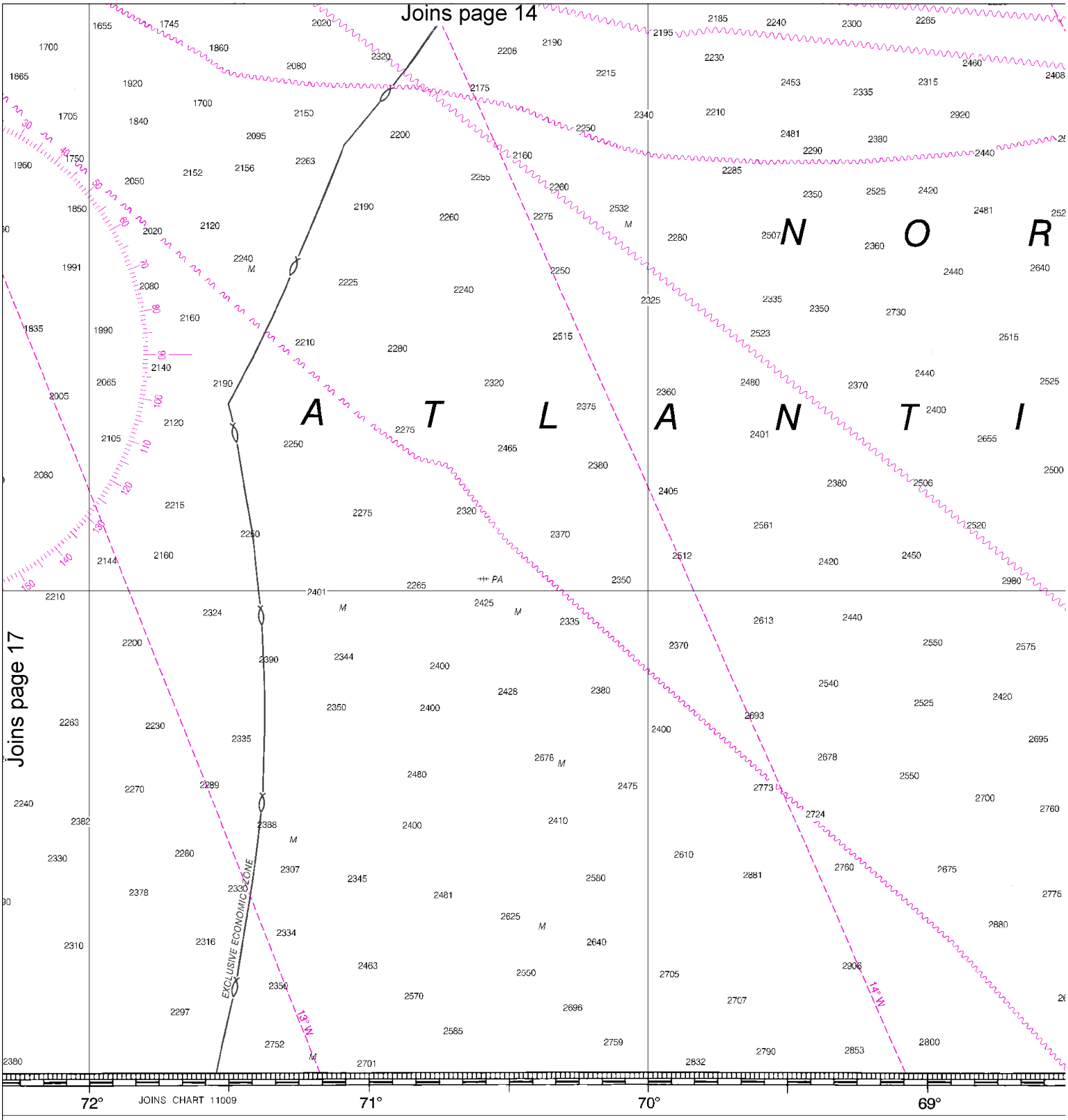
SO

North



SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



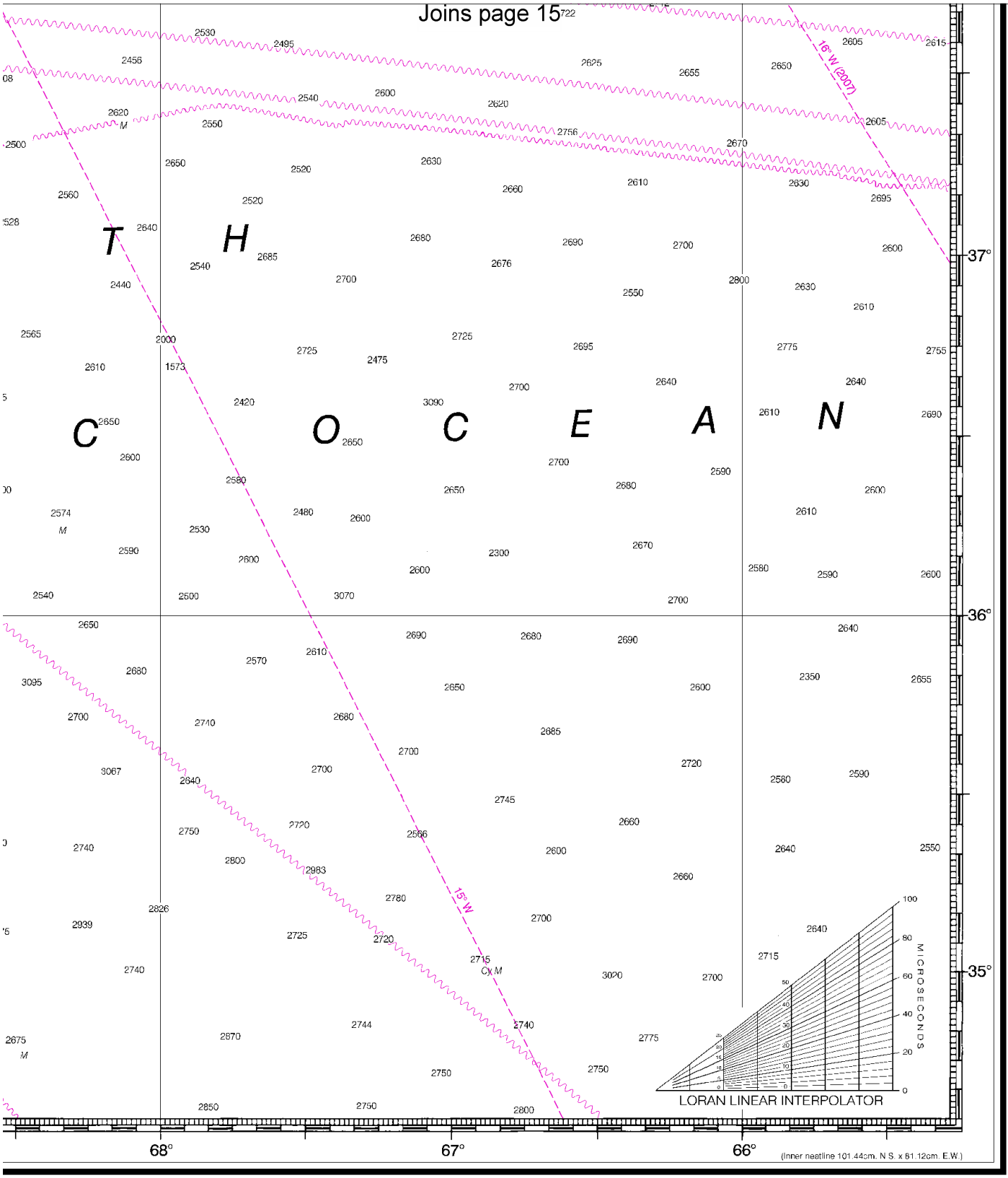
OMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	
FEET	
METERS	1

North

Joins page 15722



(Inner neatline 101.44cm. N.S. x 81.12cm. E.W.)

Cape Sable to Cape Hatteras

SOUNDINGS IN FATHOMS - SCALE 1:1,200,000

13003

LORAN-C OVERPRINTED

ED NO. 49

NSN 7642014010401 NGA REFERENCE NO. 13ACO13003

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Hatteras Inlet – 919-986-2175/2176
Coast Guard Search & Rescue – 410-576-2525
Coast Guard East Moriches – 631-395-4405
Coast Guard Boston – 617-223-8555/8559
Coast Guard Southwest Harbor – 207-244-5121
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.